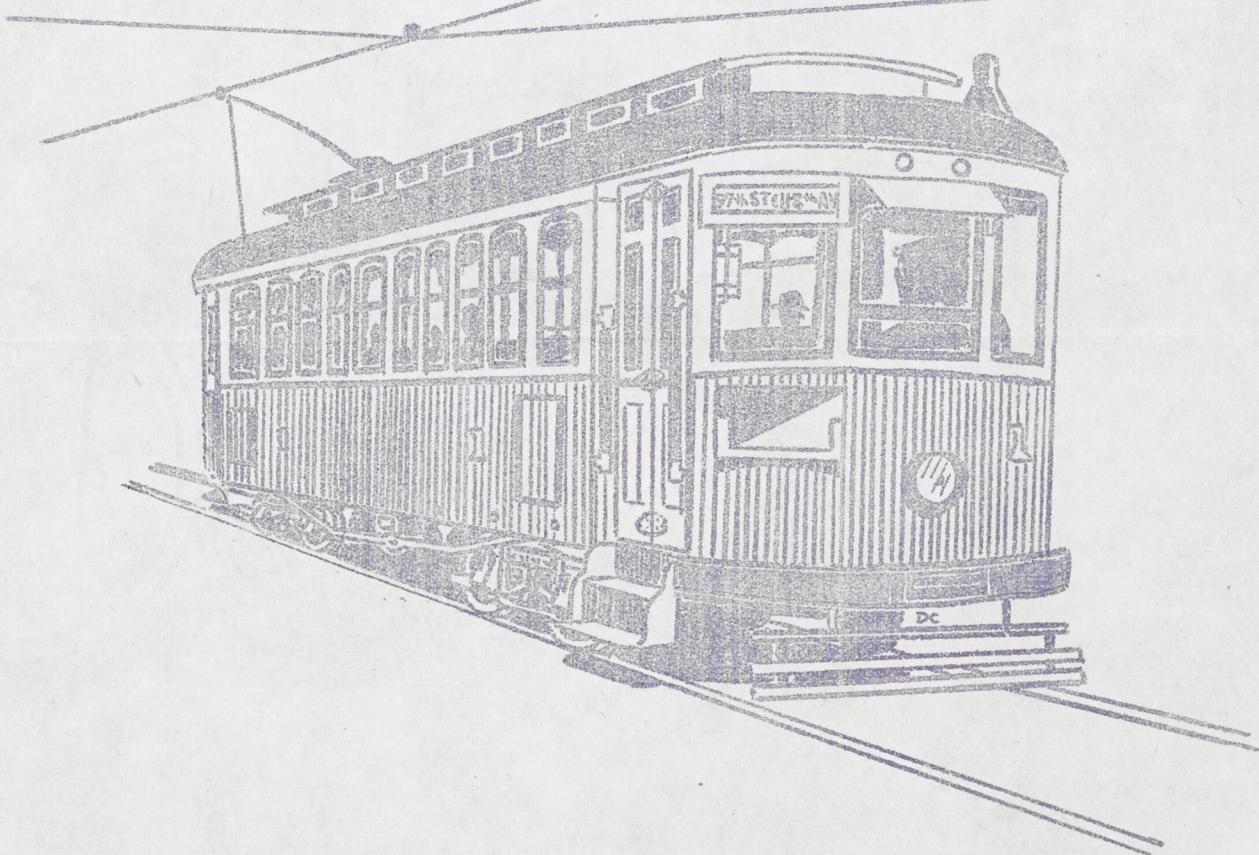


ALBERTA RAILWAY JOURNAL

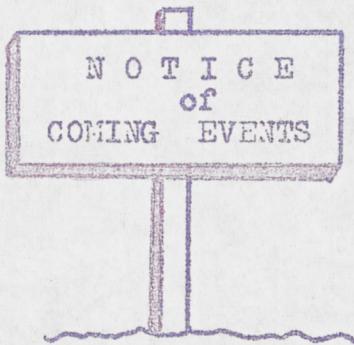


CANADIAN RAILROAD HISTORICAL ASS'N



VOLUME 3 NUMBER 3

TUESDAY MAR. (9th. 1965)



For our March 9th Meeting, there will be a very interesting slide presentation of transparencies kindly loaned to us by Mr. Arthur Hamilton of the National Historical Railroad Society. The "Waybill" lists the following subjects to be shown:

(1) Southern Pacific Steam (2) Logging Railroads
(3) Steam Excursions

We thought you might like to have your own "WHO'S WHO" so as to get to know each other a little bit better. You may wish to detach this page and put it in your phone book. If the editor has made any mistakes in your name, address, or phone number, please forgive him and let him know what the correct one should be.

1965 MEMBERSHIP LIST

ERIC JOINSON	15942 - 107 A Avenue	
WAYNE BROW	Apt 5 10514 - 124 Street	4888784
VINCE COLEY	11245 - 72 Avenue	4341697
BOB KING	7903 - Sask. Drive	4338422
ED LIDDLE	11703 - 93 Street	4744585
DOUG McKECHNIE	13515 - 101 Avenue	HU86538
HAROLD MAW	11006 - 106 Avenue	4241058
JOHN GUAY	12331 - 89 Street	4791375
JOHN MEIKLE	11203 - 61 Street	GR73985
FRANK KOLUK	12211 - 102 Street	GR91730
NICHOLAS WICKENDEN	11609-Sask Drive	GE31970
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FERG FALDER	10947 - 83 Avenue	4393233
PHIL SPINK	10631 - 83 Street	H066228
GEORGE DEVIN	10510 - 67 Street	H068418
DALE CUTIBERTSON	12234-94 Street	4790476
SONNY POTIUK	8508 - 134 A Avenue	4747437
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STEAM POWER ROARS

Reprinted from the January 22, 1965 issue of the Edmonton Journal.

Steam power isn't giving up its association with railroads without a protest.

In fact, the protest has taken on earth-shaking proportions around the construction site of the new C.N.R. Tower building near 101st ST. and 104th AVE.

The only steam driven pile driver left on the C.N.'s western division is busy hammering in steel piles on the site.

The big black hulk of the pile driver is surely the last connection the new building will have with an era of railroading that is mostly a memory even now.

Not Nostalgic

It wasn't anything so nostalgic, however, that moved C.N.R. officials to employ the 105 ton, coal-burning driver to do a job at the sight.

The fleet of diesel-powered drivers were busy elsewhere. Expediency put the steam driver where it is.

Even so, some force seems to have plotted the ironic situation where a palace of railroad modernity is having its foundations hammered in by steam.

The steel piles will support a tunnel leading from the new station to points underneath tracks between 104th Ave. and 105th Ave. Outlets, similar to those in Winnipeg railway stations, will branch out from the tunnel to permit passengers direct access to trains.

Cross Tracks

At the present time, passengers must cross tracks at ground-level to reach trains.

The steam pile driver, which is also used as a hoist, was purchased by the C.N.R. in 1942.

It was built in Lachine, Quebec by the Dominion Hoist and Shovel Co.

In service for the C.N.R. the driver has pounded piles for bridge foundations from Bigger, Sask., to the Pacific coast. Unlike diesel powered pile drivers which lift a weight and let it fall, the steam driver lifts the weight and then drives it down with a shot of steam.

The stem driver can't look forward to a museum berth in the immediate future because the C.N.R. finds it is still a mighty useful machine.

"ON THE SPOT"- Reprinted from the August issue of the Railroad Magazine.

Many of us at some time or other have wondered where railroad companies get names for the hundreds of small towns and sidings that form part of their system. The article goes on to say "Canadian National timetables show a series of town names that may surprise many readers. The main transcontinental line westward from Winnipeg has three complete alphabets, more or less intact but broken here and there by towns previously established or by recent changes. Further west are the remains of a forth and fifth alphabet and even the beginning of a sixth."

The first alphabetized list of stations begins $5\frac{1}{2}$ miles west of Portage la Prairie, Manitoba, as follows: Arona, Bloom, Caye, Deer, Exira, Firdale, Gregg, Harte, Ingelow, Justice, Brandon North, Know, Levine, Rivers, Myra, Norman, Oakner, Pope, Quadra, Minota, Uno, Treat, Wattsview, Lazare, Victor, Welby, Spy Hill, Gerald, Yarbo, Zeneta.

The second series starts immediately after Zeneta, running from Atwater to Zeneta, correction that should be Zelma. Right after that comes the third series, Allan to Zumbro, followed without a gap by the forth, which runs from Artland to Uncas.

The stop after Uncas launches the fifth series, Ardrossan to Yates (with many breakes in alphabetical continuity). Then comes Edson, followed by Ansell and Bickerdike, after which the alphabetizers must have become discouraged and quit."

It would almost seem that as long as train crews knew their alphabet, they couldn't get too confused and forget where they were on the main line.

*** *** *** *** ***

STREET CAR NUMBER 1

Old "Juice-Jack" Johnny Gauy tells us that work on Car #1 has been stopped temporarily. We are actually just waiting for the electricians to finish the wiring. As soon as this is completed, work will start up again so as to finish reconditioning Car #1 to it's original condition. John has also asked that anyone who has any brass fittings that they have taken home to clean and polish, please bring them back so that they (the parts that is) can be installed in our street car. Maybe this year, we can get the car in the Exhibition parade or at least on display.

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ALBERTA'S LAST STEAM

6

By Eric Johnson

As a result of on-sight investigation by Wayne Brow and Eric Johnson late in February, we regret to report that Alberta's last steam operation has ceased. ¹⁰

This was at the Shaughnessy mine some miles north of Lethbridge, where a 4-6-0 of uncertain ancestry has irregularly shuttled hopper cars over a few hundred yards of track to and from a CPR interchange on the Coalhurst-Turin branch. After re-laying the sidings with heavier rail, CPR diesels now do the work, and the 4-6-0 has been stored cold in the onestall engine-house since 'before Christmas.' The engine has been sold to the Mid-Continent Museum.

Shaughnessy Mines also possess a very dilapidated ex-CPR 0-6-0 which has been sold to the Pioneer Museum at Wetaskiwin.

Our nearest regular steam operations are now at Vancouver Wharves in West Vancouver (RAE Shays 5 & 115), at Eienfait, Saskatchewan (which operation will probably cease in 1965), and at Somers, Montana, where two small 0-4-0T engines work in a tie creosoting plant of the Glacier Park Company, a subsidiary of the Great Northern.

ANOTHER new railway for Alberta?

Premier E.C. Manning has announced that Alberta will finance a '100 mile railroad' running northward from near Hinton to tap rich coal and iron ore resources now inaccessible.

An Act is being prepared to enable the Province to establish a company to provide the capital for this work. The CNR will be asked to build, maintain and operate the railway - and will be required to pay a yearly rental, based on amount of traffic generated, sufficient to earn an adequate return on the capital invested; some \$40,000,000.

CNR will have an option to purchase the line when they wish.

Preserved Engine In Lethbridge

There are now four steam engines on permanent display in Alberta. The latest engine is a trim Canadian Pacific 2-8-0 No. 3651, which has been refurbished and beautifully painted, and acquired by the southern city at a cost of \$5,000.

It now sits in Galt Gardens close to the station and the city centre, facing west and within sight of the old Crowsnest mainline over which it used to run.

МАСТАРІСЛАВЛЯН

ВАЛЕНІН Іванов

Інвесторів є ще багато, але вони не мають відповідної кваліфікації та досвіду. Вони не можуть відповісти на питання про те, чи вони зможуть відновити підприємство та як це зробити. Це є проблема, яку треба вирішити.

Однак, якщо ви зможете знайти інвесторів, які мають досвід та кваліфікацію, то вони зможуть допомогти підприємству відновити. Це буде залежати від того, які вони зможуть зробити. Але вони зможуть зробити багато, якщо вони зможуть зробити це відповідно до їхніх можливостей та досвіду.

Інвестори зможуть зробити багато, якщо вони зможуть зробити це відповідно до їхніх можливостей та досвіду. Це буде залежати від того, які вони зможуть зробити.

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